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REPORT NO. [REDACTED]

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DATE DISTR. 23 August 1955

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NO. OF PAGES [REDACTED]

REFERENCES:

COUNTRY Poland

SUBJECT Boiler Factory near Pszczyna

DATE OF INFORMATION [REDACTED]

PLACE ACQUIRED [REDACTED]

THIS IS UNEVALUATED INFORMATION

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1. Construction on the boiler factory near Pszczyna began in 1949 - 1950 and was completed in the autumn of 1952. Source stated that [REDACTED] two boiler factories in Bielsko (N49-49, E19-03) called Balcke and Ekonomia were closed down and their machinery was moved to this new site in Pszczyna (Source was unable to pinpoint those factories in Bielsko or [REDACTED] this boiler factory at night, [REDACTED] that the entire grounds were well lit with bright lights. [REDACTED] also noticed very bright illuminations through the opaque windows of a production hall which he believed were reflections from molten metals. Source believed that the factory operated on two shifts Monday through Friday with skeleton crews on Saturdays and Sundays. [REDACTED] force at 40 to 60 office employees and 100 to 200 factory workers per shift. Source based these figures on the size of the factory. [REDACTED] not observe any women employees. This factory received its raw materials from steel plants in Silesia; however, it did not receive any from the Baildon Steel Plant in Stalinogrod where [REDACTED] no further information.

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2. See page 4, an overlay on GSGS 4416, sheet T-13, 1:100,000, Rybnik, on which source identified the following points:

1. Boiler Factory near Pszczyna.
2. Railroad - Double line, European standard gauge, running between Pszczyna and Goczalkowice, a distance of five kilometers.
3. Highway - Six to seven meters wide; an old patched up asphalt highway in poor condition.

3. See page 5, a memory sketch of the boiler factory near Pszczyna on which source identified the following points:

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1. Water Pipe - Leading from water filters in Goczalkowice and continuing in the direction of Stalinogrod. 1 [REDACTED]
2. Railroad - Same as point 2, page 4.
3. Railroad Spur - Single line, European standard gauge, leading to water filters in Goczalkowice.
4. Highway - Same as point 3, page 4.
5. Railroad Tracks and Station in Pszczyna.
6. Highway - Asphalt, eight to ten meters wide, in good condition, leading north to Stalinogrod.
7. Factory Entrance - Three to three and one-half meters wide. When observed [REDACTED] the entrance was always open.
8. Guard Shack - A small red and white striped wooden shack large enough for only one guard. One industrial guard was observed there [REDACTED]
9. Administrative Building - Two-story, white painted brick, 22 to 25x10 to 12m, with dark tin or tile covered flat roof. Building contained offices for factory administration.
10. Warehouse - Gray painted brick, 20 to 25x8m. Source believed this to be a warehouse because of its barrack appearance.
11. Brick Wall - Two meters high, topped with three or four strands of barbed wire. The barbed wire was fixed in a 30 degree angular position facing away from the factory. This wall surrounded the entire factory and measured 250 to 300m from north to south and 200m from east to west.
12. Guard Tower - Small brick building, 2x2x3 to 4m with tin covered gable roof. Small windows were noticed near top of tower. This tower was observed [REDACTED] from a distance only, and [REDACTED] was unable [REDACTED] whether there was a guard in the tower or not.
13. Brick Guard Tower - Resembled a small church, 6x2m and 3x2m, the section with tower measured four meters in height. [REDACTED] never observed any guards in tower.

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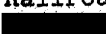



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14. Production Hall - Gray brick, 70 to 80x18 to 20x8, with monitor type roof.

25X1X 15. Railroad Spur - Three or four European standard gauge lines.  observed some boilers on railroad flat cars and between production hall point 14 and the railroad spur. There were two different sizes of boilers; however, they varied little in size. These boilers were painted orange, open on one end, one and one-half to two meters high, and had a diameter of two to three meters.  large piles of iron or steel located between the railroad tracks, which  believed was raw material for making boilers, and two cranes on either end of the railroad spur. The crane on the south end was mounted on a railroad flat car.  these cranes were used for unloading iron or steel and loading boilers on railroad flat cars.

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16. Railroad Tracks - Crossing over water pipe, point 1.

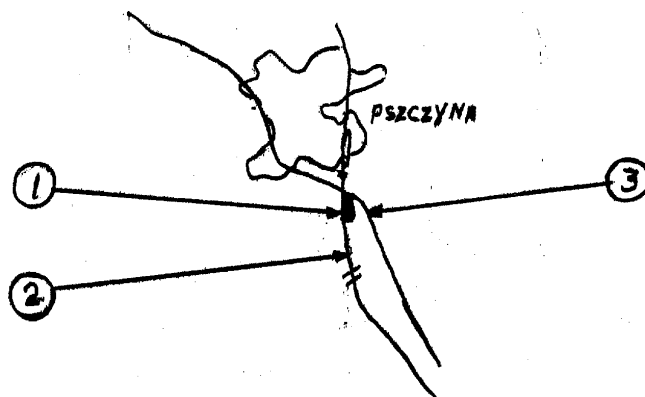
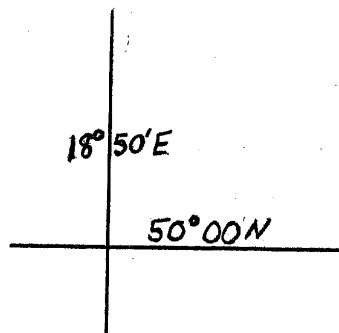
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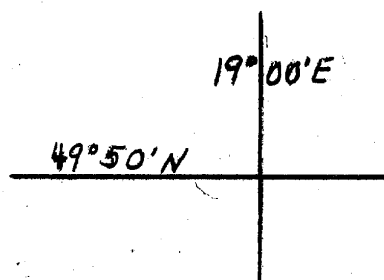
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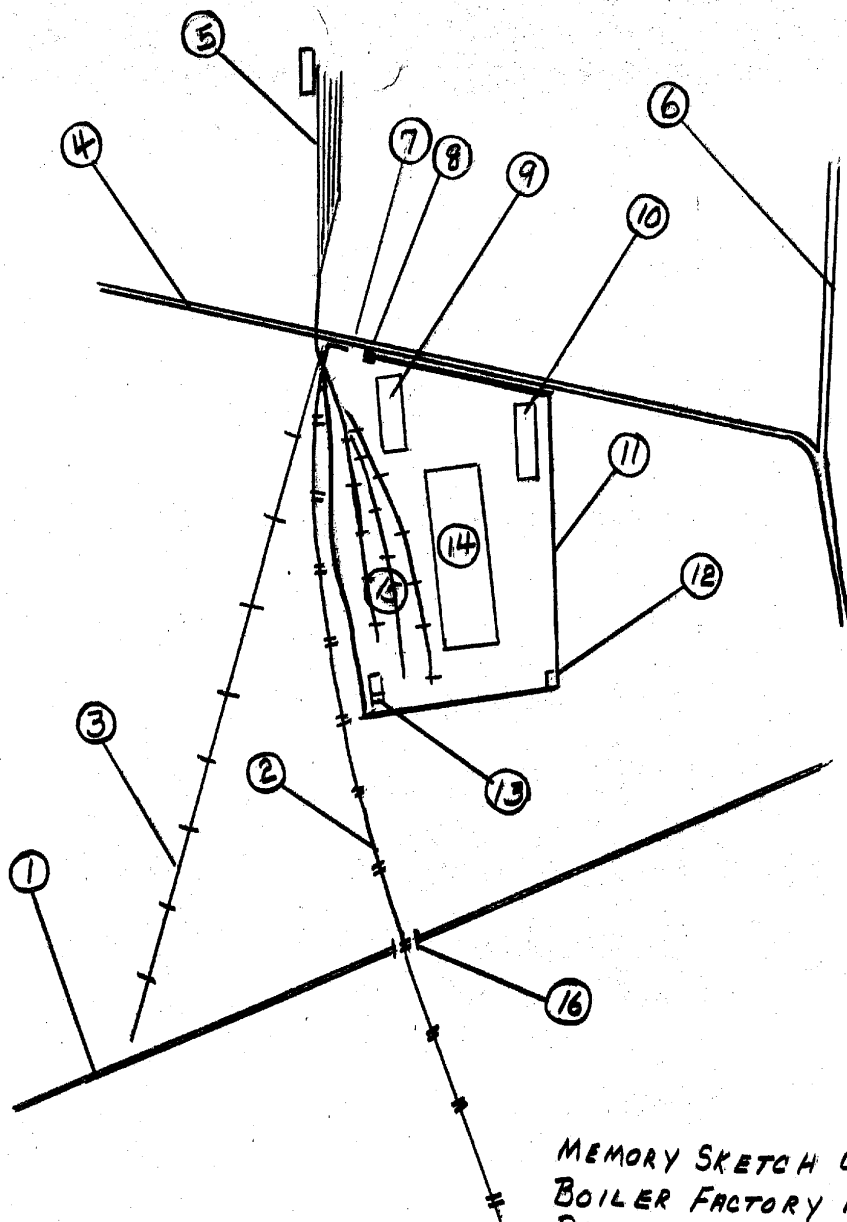
OVERLAY ON
GSGS 4416, SHEET T-13,
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MEMORY SKETCH OF
BOILER FACTORY NEAR
PSZCZYNA

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